the game all of Weyler's sagacity count for little. In the short time left to Spain he cannot improve the personnel or equipment of the Spanish army and navy. But if the government in Spain goes under, his, probably, will be the strong hands to seize the reins.

The sight of Weyler's name, says the New York Press, carries with it some knowledge of his antecedents and their character. Weyler y Nicolau means Weyler and Nicolau; that is to say, his father's name was Weyler, and he was a German, or of German descent. His mother was a Spaniard, and her family name forms the last part of the name of the deposed captain general. From his German ancestry Weyler gets a doggedness and a shrewdness of a higher quality than the same characteristics among the pure Spaniards. From his Spanish mother Weyler gets all the thirst for blood—blood to be drawn by name was Weyler, and he was a German,

THE BUTCHER WEYLER

Cuba, as he had promised to do, and for his lies by which he had accounted for his lices by his hold upon the Canova ministry was too strong, and he could not be fored out.

His lying statements and reassurances to Spain that he had "pactified" this or that "pactified" the same reason.

He stamped upon the passports of Americans, even in the presence of Consul Gereal Lee, who had succeeded Ramon O. The stamped upon the passports of Consul Gereal Lee, who had succeeded Ramon O. The stamped upon the passports of Spain had he had "pactified" the same reason.

He stamped upon the passports of Americans, even in the presence of Consul Gereal Lee, who had succeeded Ramon O. The backen had the provincial assembly of Santa Clara, and the provincial assembly of San

Condemned by His Own.

"In brief," said Senor Barroeta, "Weyler is really the monster described by the American press. His crimes against hu-American press. His crimes against humanity dishonor my country. The civil guard tortures the prisoners to extort confessions from them. Weyler has ordered the concentration in the towns of the country people. He alms to depopulate the island, and yet he keeps in Santa Clara a junta of colonization, charging the expense to the treasury, while a friend of his, Don Gabino Ordax, enjoys a salary of thournds of dollars. The captain general's only aim is, naturally, to continue in office, where he gratifies his natural cruelty and ambition."



THE MAN WHO MAY BECOME SPAIN'S DICTATOR.

cruelty and torture—which is the proud boast of the Castilian.

Just Like Napoleon.

Valeriano Weyler y Nicolau was born forty-nine years ago in Palma, capital of the island of Majorca, one of the Belearies. Like the great Napoleon, whom he hopes to imitate, he was of insular origin. Little is known on this side of the water of the first thingy years of his life. He entered the Colegio de Infanteria, and on his graduation received a commission as capthe first thing years of his life. He entered the Colegio de Infanteria, and on his graduation received a commission as captain in the Spanish army. His first service, it is believed, was in the Carlist wars of the early '70s. In a mild way he may have distinguished himself. At any rate, a short time after he was sent to Cuba as a colonel. Here the savage instincts of his race and blood were allowed full sway. The ten years' war had begun, and such men as Weyler were needed there to put down the rebellion in the usual Spanish way. Cubans still tell with a shudder and a savage feeling of revenge of his cruelties and atrocties. At one time he took into his camp, in the district of Gualmaro, province of Camaguez, the wives and daughters of men belonging to the best families of Cuba. After he and his companions had compelled them to disrobe and dance before them they were assaulted. Among the number was a Mrs. Palmer, whose name indicates her Anglo Saxon connections. Weyler forced her to kneel and crawl about on all fours, while he drove the spurs into her flesh, as if she were a horse. These poor women were afterward given to the common soldiers, who maltreated them so that many of them died. Not content with that, their bodies were mutilated after death.

Promotion Awaited Him.

This neither well as butcher and liar, accumulated as bigh abutcher and liar, accumulated as high actual in the set well as butcher and liar, accumulated as high actual in the set in the set in the still of his year and eight months in Cuba is estimated as high as \$10,00,000 that he is said to have salted away in Paris and London as well as high as \$10,00,000 that is estimated as high as \$10,00,000 that is estimated as high as \$10,00,000 that he is said to have saited away in Paris and London as well as high as \$10,00,000 that he is said to have saited awas high to have saited awas \$10,00,000 that he is said to have saited awas \$10,00,000 that he is said to have saited awas high found is estimated as high as \$10,00,000 that he est in the

Promotion Awaited Him.

This was the kind of man Spain wanted not the milk-and-water soldiers of the Cam pos and Blanco stripe, abhorrent, even, as these two are to the American mind as these two are to the American mind. Weyler played so well in Cuba his part of lust and blood, that when the inhabitants of San Domingo rose he was sent there to try his hand upon the negroes. For the services he performed in this island he was made a lieutenant general in 1873, and then was sent as captain general to the Canaries. From these islands he was transferred to the same nost in the Philippines. ferred to the same post in the Philippines, Spain did not find him lacking in any of these high commands. In these three quar-ters of the globe to-day he is detested by the inhabitants, and, of course, beloved of

the inhabitants, and, of course, beloved of the masses in Spain.

Shortly after the present revolt began in Cuba, in February, 1885, Campos was sent there as captain general. It was in April that he reached Havana. His rule and his military measures were not strict enough to subdue the rebels, and in casting about for a man who could bring the Cubans to terms Weyler's services there and elsewhere were remembered, and he was sent to repeat the scenes of pillage and rapine of 1868-78.

Weyler an Ruler of Cuba.

It was February 10, 1896, that Weyler landed in Havana. He found in Cuba an army said to be 200,000 strong and surrounding the island a Spanish fleet of forty-six men-of-war and gunboats. The only fort at Havana with modern guns was the Santa Clara battery, for which four forty-ton Clara battery, for which four forty-ton coast-defense guns had just arrived. Many of the soldiers of Campos had been killed, and others in large detachments had lost themselves or had been shut up in the mountains. Supplies and money for these unaccounted for troops were arriving regularly, and Campos could not straighten the matter out. Whereat Weyler remarked: "Campos did not have for a chief clerk a good bookkeeper." Weyler had the records made straight, and continued to draw the "Campos did not have for a chief cierk a good bookkeeper." Weyler had the records made straight, and continued to draw the money and supplies for the columns that did not exist, the proceeds going into his own pocket. He soon got rich.

The insurgents were pushing almost into the gates of Havana, and Weyler began to drive them cast—"Orienting them," as he called it. He said on landing that two years would be necessary for the pacification of the island. In less than a week after his arrival he issued his first concentration order, compelling the peasants to congregate in the outskirts of the villages, or be treated as rebels. These limits he afterward restricted by reconcentration, and thus the term of to-day, "reconcentration. What has been the result of the policy of concentration and reconcentration the whole world knows.

centration and reconcentration the whole world knows.

Weyler at once began the outrages and murders which have given him the worldwide name of "Butcher Weyler." One of the earliest of his acts of extermination was the killing at Guatao, near Havana, of eighteen peaceable citizens. In the reign of terror which followed for more than a year and a half, American citizens were not spared. America protested, but not with guns; and the exponent among the nations of peace at almost any price refrained from adopting the stern measures with which the Anglo-Saxon nation of Europe has protected her citizens even in the remoted the spain was Undeceived.

Among the national and patriotic airs of Spain the two most popular are "La Marcha Real" (The Royal March) and "El Himno de Riego" (Riego's Hymn). The Royal March is an ancient composition, which has long been familiar to the ears of all Spaniards. It is struck up in Spain whenever the king passes, and is frequently played at patriotic assemblages of various kinds. Riego's Hymn, known as the national air, is sung by the people on similar occasions. It was composed by the Spanish poet Huerta, and a translation of the Spanish words is as follows:

Screnely, yet with fervor.

Raise now your manly voices;
Our own brave land rejoices
To hear the battle song.

Chorus-Soldiers brave! Our country Calls us to the strife; Faithfully to serve her, To conquer—or to die!

The sword let us brandish
Before the slaves affrighted;
In cowardice benighted
They dare not face the brave!
In the smoke of battle
Their forces shall be scattered,
And by our valor shattered
They'll find a bloody grave! The sound of the trumpet Echoes from the borders.

Echoes from the borders,
The country's anxious warders
Thrill at the cannon's roar.
Mars, the God of Battles,
Calls to warfare glorious'
Our hosts shall be victorious, Chorus-Soldiers brave, etc.

From the New York Heraid.

Cuba has had several national hymns during her turbulent existence, but all have given way to the "Himmo Bayames," which is really what the "Marseillaise" is to France. It was written in 1868, by Pedro Figuerdo under circumstances which appealed strongly to the Cubans. On October 20 of that year Bayamo fell into the hands of Cubans, As they rode into town a young man on a white horse was well to the front. It was Pedro Figuerdo. Waving his broad brimmed hat, he shouted:
"Bayames! Viva Cuba Libre!"

A band of music, equal to the occasion, then struck up "La Bayamesa" ("The Girl of Bayamo"). Pulling a notebook from his pocket and using the pommel of his saddle as a desk, Figuerdo then and there wrote the words of what has since proven to be the most stirring and popular battle song in the history of Cuba. The following is a free translation of it:

On to the fight, Bayameses. rom the New York Herald.

On to the fight, Bayameses,
Our country is proud of her sons!
To die for her sake is an honor,
Hark to the sound of the guns!

Shall our country stand free and unfettered, Or languish in chains like a slave? Hark! hark! to the notes of the clarion! On to the battle, ye brave!

Reflections of a Bachelor.

cighteen peaceable citizens. In the reign of terror which followed for more than a year and a half. American citizens were not spared. America protested, but not with guns; and the exponent among the nations of peace at almost any price refrained from adopting the stern measures with which the Anglo-Saxon nation of Europe has protected her citizens even in the remotest corner of the world.

Even Spain Was Undeceived.

In the latter part of 1896, and early the next year, the Spanish papers by the score attacked Weyler for his failure to pacify

keeping out of the way-of evading dis-covery and capture, and of landing a cargo which may prove a gold mine to its owners. Blockades in order to be valid must be effective. This rule is more rigidly construed by some nations than by others, and when not effective gives the blockade and when not effective gives the blockade runners their coveted opportunity. Doubtless the greatest and most memorable blockade in the annals of warfare was that of the ports of the Southern states by the Federal government, beginning in April, 1861. It involved the closing and patrolling of 3,000 miles of coast, much of it with an inland sea and double line of shore. In some cases it necessitated riding out storms at anchor off a lee shore, where such action had been formerly considered

out storms at anchor off a lee shore, where such action had been formerly considered well nigh hopeless.

There were three blockading squadrons—in Chesapeake bay, on the Attantic coast and in the Gulf—and it is a remarkable fact that the most important naval fight of the war (far-reaching in its effects on the armament of the whole world) took place in consequence of an attempt to break the blockade at Hampton Roads. It was the battle of the Monitor and the Merrimac.

Fitting Out Blockade Runners.

Nassau, in the Bahama islands, less than three days' run from Charleston or Wilmington, was a favorite place for the fitting out of blockade-runners, and the Bermudas, but a short distance further away, also offered excellent facilities in this line. Previous to the war Nassau was a quiet, insignificant place, whose inhabitants lived chiefly on fish and occasionally did a little business in wrecking. When it was made the chief base for the contraband trade, however, Nassau began to wear quite a different aspect; traders in forbidden stuffs flocked there like the pirates of old, who swarmed about Jamaica. The bulk of the blockade-running was done by English vessels, manned by Eng. fitting out of blockade-runners, and the rates of old, who swarmed about Jamaica.

The bulk of the blockade-running was done by English vessels, manned by English sailors, and as the war progressed many fast steamers were especially bullt for the purpose in England. The leading characteristics of these craft consisted of low and slender hulls, powerful engines, twin screws and feathered paddles. They were unincumbered by spars, save the one necessary to support the crow's nest for the lookout. They were painted in dull white, the precise shade of which was so nicely ascertained by experience that a properly dressed runner on a dark night was absolutely indiscernible at a cable's length. So particular were the captains on this point that some of them even insisted on their crews wearing white when on duty at night. It was the business of the blockade-runner to hide, to run and not to fight. A single blow or shot in self-defense would at once turn it into a pirate, with the penalty of death should blood be spilled. The pilot was the most important man on board, and for his services any price demanded was paid, especially as the blockade of the Federal fleet became more and more stringent. Some pilots at this time received as high as \$10,000 a round trip—that is, to the blockaded port and back. This was owing to the scarcity of competent men and the risk they ran. They could ply their trade only on dark nights, and if captured they were sure to be kept in prison until the end of the war. Hence, they demanded high pay, and if successful made big money. One such pilot, halling from Wilmingston, N. C., made fourteen trips without being captured, and after that he could afford to spend the rest of his days ashore.

Full of Excitement.

That blockade running was full of excitement goes without saying. A graphic description of a trip from Nassau in one of the fastest runners is given in the diary of a Confederate staff officer, which I am permitted to transcribe: "The first day or a Confederate staff officer, which I am permitted to transcribe: "The first day out," he says, "nothing unusual occurred; we steamed all day fully seventeen miles an hour, and saw nothing to prevent us from steering on our course. On the seond day we had to keep off a nttle, as we saw smoke to the southward, but at night we could see the Bull's Head light at the entrance of Charleston harbor. Owing to a thick fog, however, we could not make it until it was nearly daylight, and then finding ourselves were lightly to the south of the south in that it was nearly daylight, and then inding ourselves very close to a number of Federal cruisers we saw it was quite impossible to run in, and so again put out to sea. Shortly after we again found ourselves in dangerous proximity to a cruiser. It was painted white, and in every respect made to resemble a blockade runner; indeed, it is not at all unlikely that it was one originally, and was captured and consone originally, and was captured and consone originally, and was captured and consone originally. made to resemble a blockade runner; indeed, it is not at all unitkely that it was one originally, and was captured and converted into a gunboat by the enemy.

We were discovered, and a chase ensued which lasted all day. For several hours the Yankee seemed to gain on us, and the excitement was great on board our steamer. At 12 o'clock the captain gave orders to commence throwing the cargo overboard in order to lighten the vessel, and package after package of valuable machinery was consigned to the deep. An hour passed away and we found that we were distancing our pursuer; in a few hours more, owing to our great speed, we were out of sight, and that night we headed for Wilmington, N. C. At 3 o'clock in the morning we sighted the Cape Fear light, but as it would take us nearly until daylight to reach the blockading fleet, and then, if we falled to run through, we should be surrounded and captured, we once more put to sea. All the next day we were chased and ran away from everything that attempted to run us down; as the shades of night were descending we put in again for the shore. The captain, knowing that he had not enough chil to steam back to Nassau if he falled to run in, determined to attempt it at all hazards, and to land his crew and passengers even if he had to beach his vessel and blow it up. All to attempt it at all hazards, and to land his crew and passengers even if he had to beach his vessel and blow it up. All the boats were lowered from the davits and all on board were told off in crews to every boat, so that in case it became necessary to run in on the beach and destroy the vessel there should be no confusion. When it became dark all on board were ordered on deck, and we had to wear shirts over our coats so as not to fusion. When it became dark all on board were ordered on deck, and we had to wear shirts over our coats so as not to be seen at a distance, a dark object being visible at a much greater distance than a white one at night. The passengers were assigned the duty of passing the word to the men at the wheel in a whisper from one to the other. At last we were in the midst of them, gliding like a snake here and there, and seeming to pass through the water quicker than thought. We could see the lights on the Yankee block-aders to our right, left and in front of us. At last we were seen and a rocket went up; then a breathless silence for a few minutes, many crouching behind the bulwarks, for we fully expected a shower of shot and shell, and then we were under the guns of Fort Fisher and in safety. There arose wild cheers from shore, which were re-echoed from the little steamer with a right good will. The stokers and firemen crowded up from the engine room; grog was served to the crew, champagne corks flew in the cabin, and all went merrily as a marriage bell. So I ran the blockade and found myself at last at Dixie."

Noted Blockade Runner. Probably the most noted of all blcckade-runners was the Hon. Augustus

government in cotton. His closest call came at 11 o'clock on the morning of his arrival, when he suddenly found a Federal steamer alongside the D—n. How the enemy had got there without his knowledge was a mystery. However, there the vessel was; and soon a stentorian voice called out: "Heave to in that steamer, or I'll sink you." It seemed as if all were over, but Hobart determined to try a ruse before giving his craft up. So he answered, "Aye, aye, sir; we are stopped." The cruiser was about eighty yards away. Orders could be heard given, and soon the boats were lowered and the crews laughed and cheered as they came on for their supposed prize, Just as they reached the side of the D—n, however, the captain whispered down the tube into the engineroom: "Full speed ahead!" and she shot away into the darkness and escaped.

On her return trip, as soon as the D—n left Wilmington harbor, she was chased again, but made her escape. When daylight broke she was again discovered, this time by a large paddlewheel cruiser, which chased her all day and must eventually have caught her had it not been for the friendly Guif stream, into which Hobart Pasha plunged his craft, changing her course so as to run with the current, while the cruiser, changing her course before entering the stream, could not make as good headway and was soon distanced. Eventually Hobart reached Nassau, where he remained until the dark nights came on again, when he started out upon a second run to Wilmington. Luck again favor-Eventually Hobart reached Nassau, where he remained until the dark nights came on again, when he started out upon a second run to Wilmington. Luck again favored him, and, although he made four trips in all in the D—n, including one unsuccessful attempt to get into Savannah, he was never caught, but returned to England and turned the vessel over to her second officer. Under the latter she was captured on her very next trip, but not before passing through an exciting adventure in which her new commander greatly distinguished himself. Being chased by a cruiser, a large fullrigged corvette, and nearly overtaken in a stiff breeze, he turned his vessel around, head to the wind, and deliberately steamed past his pursuer at a distance of less than fifty yards. The latter, being under great headway, went nearly a quarter of a mile before she could turn, and so lost her intended prize. The next morning another Federal government vessel came upon the D—n unawares and captured her.

The cantain of the cruiser remarked as he

sel came upon the D—n unawares and captured her.

The captain of the cruiser remarked as he came on board: "Well, Captain Roberts, so we have caught you at last." Great was his surprise and disappointment on hearing that the captain he so particularly wanted had returned to England by the last mail steamer.

Blockade Runners Destroyed. It may be added that the United States government captured or destroyed 1,504 blockade-runners during the war, and the blockade-runners during the war, and the gross proceeds of property captured in them amounted to \$22,000,000. The vessels themselves were worth about \$7,000,000, making a total of \$30,000,000. Between November, 1861, and March, 1864, eighty-four steamers were engaged in running the blockade from Nassau, and of these thirty-seven were captured, twelve lost, eleven lost and cargoes partially saved, and one foundered at sea. Among the highest number of runs made were those of the Fanny, which made eighteen trips, and the Margaret and Jessie which equaled this record before she was captured. Out of 425 runs from Nassau only sixty-two, or one in seven, were successful.

NEWS WRITERS IN WAR.

Had No Trouble in the Russo-Turkish War-No Foreign Correspond-

ents in Franco-Prussian. No foreign newspaper correspondent was permitted to accompany the French armies in the Franco-Prussian war of 1870. Pergentlemen connected with the journals of Paris to proceed to the various quarters occupied by the French armies, but they and had to confine their letters strictly to glorifying the achievements of the troops. The result was that for part of the war the French nation was kept in ignorance of the disasters which befell its armies, says the Fortnightly. The Germans, on the other hand, allowed newspaper cor-respondents of all countries to accompany its armies, and imposed no censorship upon them. The field nost was placed at their

respondents of all countries to accompany its armies, and imposed no censorship upon them. The field post was placed at their service for the conveyance of letters to Belgium and Germany, and thence to the various destinations abroad.

The field telegraph was, as a rule, blocked for newspaper messages by the pressure of army work, but whenever the lines were clear the correspondents were at liberty to utilize them in sending brief messages, which had first received official approval, to their newspapers. The correspondents, however, sent their long telegraphic dispatches from offices in neutral countries, or outside the zone of millitary jurisdiction, and, therefore, under no censorship. But it will be observed that the British regulations give the press censors control over the organization of special means of communication by a correspondent outside the sphere of millitary authority and the power to prohibit altogether the

means of communication by a correspondent outside the sphere of military authority and the power to prohibit altogether the dispatch of news by such agencies. If that rule were imposed by the German war authorities during the Franco-Prussian war the insatiable appetite of the British public for news from the theater of operations would not have been appeased, as it frequently was, by the publication of vivid descriptions of engagements a day or two after they had been fought.

Again, in the Russo-Turkish war, the Russians accepted every correspondent who presented credentials from a respectable newspaper and a recommendation from any Russian ambassador. The permit to accompany the army was written on the back of a photograph of the correspondent to whom it was granted; and a duplicate of the photograph of the correspondent was also supplied with a badge, bearing the double eagles of Russia, to wear on his breast. There was no censorship in the sense that letters or telegrams had first to be submitted for official approval, but a copy of each newspaper had to be sent to a certain polyglot officer for perusal, and he had power to order the rear for indiscretions in description or criticism. the rear for indiscretions in description or

SHEATHING A SHIP.

Composition Metal Is Largely Used-Work Quickly and Well Done.

From the New York Sun. Yachts built of wood are sheathed with copper, and so are many tug boats. Merchant ships are sometimes sheathed with copper, but nowadays the material most commonly used is a composition metal commonly used is a composition metal which in appearance resembles brass. It does not wear so long as copper but it costs less. The composition metal comes in sheets about three feet by one foot four inches. They are fastened on to the hull of the ship. Sometimes it is mailed over another sheathing of felt, which helps to preserve the calking in the seams.

nailed over another sheathing of felt, which helps to preserve the calking in the seams.

When the ship has been placed in a dry dock, the old metal is stripped off, and if she is to have a felt sheathing the bottom of the ship is first painted with a coat of pitch and the sheets of felt are laid upon that, and then the sheets of metal are nailed on over them. The work is done very rapidly, and at the same time with great nicety. Every nail head is sunk, so that it is flush with the plate. If the hand were passed over the sheathing anywhere it would be found smooth. If the nail heads were permitted to project they would, of course, interfere with the speed of the vessel.

Seventy-five men can sheath an 1,800-ton ship in two days. The cost of sheathing such a ship with composition metal, over felt, including material. would be about \$4,000, or a little less, and such a sheathing would last about two long voyages.

Havana Harbor Always Rough.

Havana Harbor Always Rough.

Glison Willets has an interesting letter on Havana in the May number of Ev'ry Month. It shows the conditions which surround the city, the nature of the defenses and the character of the harbor. Following is an extract: "No harbor laws are more strict than those of Havana. Small boats are not allowed to leave the wharf after dark-government and naval boats excepted. The reason for this prohibitive law is that there are certain rebellious persons in Havana at present who would be willing to risk going to sea in a small boat. Any risk is not too great to get out of a place where a passport is as difficult to obtain as here. People who have not visited Havana often think of the harbor as a place which is calm as a lake. As a matter of fact the waters are seldom quite calm. A stiff breeze usually sweeps in from the ocean, white-capping the waves rather disagreeably for people in small boats. As the big ships cannot come to the wharf, he who wishes to go down to sea in a ship must first go to the ship in a small boat. Many tourists who are bad sallors have felt the beginning of a prolonged siege of mal-de-mer while going in the small boat from Havana wharf to their ships." Probably the most noted of all the blockade-runners was the Hon. Augustus Charles Hobart-Hampton, since familiarly known as Hobart Pasha. He was the third son of the Earl of Buckinghamshire, and had entered the British navy in 1836, serving against the slavers in Brazilian waters and in the Baltic during the Crimean war. For want of something better to engage his attention and love of adventure, he now engaged as a blockade-runner, salling under the name of Captain Roberts. His first vessel was a fine double-screw steamer of 400 tons, 250-horse power, 189 feet long and twenty-two feet beam. His crew of thirty-four men were all English and received high pay. The hull of his vessel, the D—n, was painted a dull gray; anthracite, or smokeless coal, was burned, and, in order that no noise might be made, steam was blown off under water. Among other precautions taken was the following: It was ordered that there should be no male birds among the fowls taken on board for provisions, in order that untimely crowing might not at some critical moment betray the craft.

On the first trip out from England, Hobart Pasha, taking the advice of a Southern lady, whom he made inquiries of before starting, took on board, among other merchandise, 1,000 pairs of women's corsett, a lucky venture on which he realized 1,100 per cent profit, when, after some exciting adventures, he had landed them safely in Wilmington. His main cargo consisted of heavy boxes, labeled "machinery," and was paid for by the Confederate

GOMEZ, HE SAYS, IS KING AND IS OBEYED.

Disciplinarian Whose Penalty for Disobedience Is Death - New Englander Who Has Recently Visited Cubs.

William C. Frost has returned to his nome in Haverhill, after a six months' visit to Cuba, says the Boston Globe. During that time he was engaged in filibustering, and was twice arrested and con-fined in Moro castle, and also spent two weeks in the camp of General Gomez of

the insurgent army.
Frost was formerly engaged in the resaurant business in Haverhill. He left that city a year ago, and last December joined "Dynamite" Johnny O'Brien filibustering expedition which left New York on the Dauntiess. He returned six weeks ago, and after a brief visit left for Cuba. He ar-rived home again yesterday, having left the camp of General Gomez a week ago Thurs-

ay.

It was while he was engaged in business in New York that he became acquaintes with the fillbusters and joined the expedition which left that city early last December with a cargo of \$18,000 worth of arms. ber with a cargo of \$18,000 worth of arms and ammunition for the insurgents.

"The fillbusters," said he, "returned and secured the Olympia, an old craft, and fitted it out for another expedition. The craft lay for a week near Bedloe's island, in New York harbor, last December, but the men were unable to load her, and finally we sailed for Boston. There we took on a cargo, and, as far as is known, it was the only fillbustering expedition that ever left the city. There were only a dozen people in Boston who knew the object of our expedition when we secured the arms and ammunition."

After landing that cargo Mr. Frost says his band participated in two more expeditions. He returned here some six weeks ago and started on another expedition.

Receipt From Gomes.

Receipt From Gomes.

Under the rules of the New York Cuban junta, Mr. Frost says, it was found necessary to secure from General Gomez a re-ceipt for the goods delivered, and to secure this he started with a friend for the in-

ceipt for the goods celivered, and to secure this he started with a friend for the interior, first going to Key West to secure the necessary passports. From Key West they landed at Havana.

Gomez was in the interior, beyond Santa Clara. Between Havana and the insurgent camp were two trochas, a vast country harassed by guerrilla bands in the employ of Spain who, he says, respect neither life nor property. The two men started first for Matanzas, whence a Santa Clara train was taken. The armed guard of the train wanted to know too much, however, and to clude them, when the train was about ten miles out of Santa Clara, Frost and his companion jumped off and started on their long walk through the barrencountry. They met few on their way, and reached the camp of Gomez in safety.

An immediate return had been planned, but no escort could be furnished then, and the two men joined themselves to the insurgent camp and remained there two weeks.

The story of the experiences of those

the two men joined themselves to the insurgent camp and remained there two weeks.

The story of the experiences of those two weeks is thrilling. Every day there was fighting with the Spaniards. It was almost always with the same result, and the loss of the latter was from five to ten times that of the Cubans. Once an early morning cavairy charge drove the Cubans from their hiding place and forced them to seek another shelter. On another day Mr. Frost says the attacking party were about 1,000 and at once threw themselves into a hollow square, and from 6 in the morning until nooh poured volley after volley from their rifles into the trees, behind which they supposed there were Cubans. Occasionally a volley came from those trees, and almoost every time some one in the Spanish ranks dropped.

At noon Spain counted her dead by scores, and Gomez had lost only one man, with a few wounded. There were but sixty men in the company of Cubans surprised, and Spain had her thousand. The Spanish papers told the story of a Spanish success where the Cubans lost forty men.

Control of the Insurgents.

In speaking of the insurgents Mr. Frost says: "Sometimes it was a Cuban bullet brought death to one of their own for some act of treason or even disobedience of orders. One brave fellow met his fate while we were there, refusing to be bound, and smoking his cigarette as the shot was fired.

"Gomez is the king. His word is law, and it is enforced with an iron hand. Vices are not tolerated, not even cards being allowed in the camp. The old general who had fought through one war, a natural leader of men, able, though not educated, is all the law that these men have. With him are several Americans, among them one Lynn man and one from Barrington, N. H.

"In spite of all reverses he is still conobedience of orders. One brave fellow met

one Lynn man and one from Barrington, N. H.

"In spite of all reverses he is still confident, and his faith Inspires the men underhim. They are looking to the United States for help, and believe that the day of their deliverance is near at hand.
"Nearby was also stationed Garcia with his troops, and back in the mountains, beyond the reach of the Spanish forces, was the president, Masso, and his cabinet. Once only were they seen at the foothills, this when Garcia came also, and the entire party met in conference with the United States senators and congressmen. At the end of two weeks the escort was furnished us almost to the limits of Santa Clara and we went alone into the city. Thence we went to Matanzas, where, after waiting several days for a chance to get off shore, we finally reached a coasting trader and secured passage until a liner was sighted from Mexico and passage for home was secured. It was just a week ago Thursday that we left General Gomeg and his camp."

Mr. Frost was in Havana the day of General Lee's departure, and went out of the harbor on the same boat, although he returned a few days ago later to visit General Gomez.

If She Were a Man. "Oh, if I were a man," she cried,
"I'd take up arms and haste away!
I'd grasp a gleaming aword and stride
Into the thickest of the fray—
Were I a man!

"Oh, if I were a man I'd go
To help set stricken Cuba free;
I'd fight so that the craven foe
Would tremble when he heard of me—
Were I a man."

Ah, well, sweet woman, let her boast Of how she'd shoot and dash and slay If she could meet the Spaniard host— But she wouldn't be so flerce to-day.

-Chicago News "Close Quarters" With Modern Guns.

KEY WEST BARRICKS, OFFICERS' QUARTERS.

"Close Quarters" With Modern Guns.
"Then they engaged the enemy at close quarters," she read. "Think of it, John!" she commented. "At close quarters! Think of the expression of hatred, the bloodshot eye of your opponent. Think of the look of terrible earnestness plainly apparent as they— What do you suppose 'close quarters' means in a naval battle, John?"
"About two miles," he answered.
Thus it happened that she had to paint her mental picture all over again.

The annia annia

SOME SEA TERMS.

Light on the Origin of Some of th Familiar Terms Used on Shipboard.

From the Detroit Free Press In the early days of English naval organization, vessels of war had double crews, a military one for fighting purposes and anconsequence a large number of English sea

other of marines for navigating duties. In consequence a large number of English sea terms have a military origin.

At that time the rank of admiral was unknown, and the chief officer of the squadron was called a constable, or justice. The term admiral as now used is derived from the Arabic "amir" or "emir," a commander (as in "Amiral-Bahr," commander of the sea). The early English form was "amiral" and is still preserved as such by the French.

The title captain is not a naval but a military one. Originally the real captain of the ship was a "master." A military officer was placed on board, though he knew nothing of nautical matters. Gradually his importance increased, while that of the master diminished proportionately, till at the present day the master's office is becoming obsolete. Commodore comes from the Spanish "comendador."

The title of lieutenant is borrowed directly from the French, and is meant as a placeholder, or one who took the place of the captain when absent. In former days there were no cadets, but volunteers, but with the gradual advance of politeness the term cadet was appropriated from the French.

"Boatswain" is derived from the Saxon

"Foatswain" is derived from the Saxon "Boatswain" is derived from the Saxon "swein," a servant. The term quartermaster, as used in both the army and navy, appears to be confusing and anomalous. In the army it is the title of a commissioned officer who performs important and responsible duties. In the navy he is simply a warrant officer, directing subordinate duties. In old ships and in olden times his position was a more important one, so much so that he was considered to be the fourth part of the master—hence the term quartermaster.

The ship's cook was once a great man, and there are instances on record of his being promoted for efficient preparations

KEY WEST IS UNIQUE

IT RANKS AS THE ODDEST TOWN IS THE COUNTRY.

Peculiarities of Its Houses and Streets-Its People Are Opposed to Much Exertion Except in

Boarding a Wreck.

This is one of the funniest towns in the United States, writes the Key West correspondent of the Boston Heraid. It is made up of innumerable little wooden houses without chimneys, but crowded in irregular groups.

ters in place of glass windows. The stranger is first impressed by the number of men and women that are seen hanging by their stomachs on the window sills, apparently undecided which way to fall.

On most of the streets there are no sidewalks, but people stumble over the jag-ged edges of coral rock. The natives who great number of public vehicles, and one can be hailed at any corner and engaged for 10 cents.

spectable in appearance. They are generally double seated affairs, which have been discarded in the North. The horses are wrecks, and they show by their appearance that fodder is dear and that the are not half fed.

One of the sounds of Key West is the whacking of the horses which draw the



KEY WEST HOSPITAL—WHERE THE MAINE SURVIVORS ARE BEING NURSED

of food. The ship's steward was originally carriages, and the mules which move the

of food. The ship's steward was originally the caterer.

The terms larboard and starboard come from the Italian "questa borda" and "quella borda," which by rapid delivery became starboard and larboard, but owing to the strong similarity of the sound they were changed into starboard and port (Latin original form having been the cause of many accidents.

Gangway has been handed down from the days of the ancient galley of the Phoentians. Carthaginians and Romans, it have been a board which ran along the whole length, serving as a passage for the rowers to and from their seats. It was also used as a resting place for the mast and sall when not in use.

The occkpit, in the lowest part of the vessel below water, used during an action for the treatment of the wounded, is derived from the old days of the English sport of cock fighting, but this has been modernized, and is now known as the "flats" why, no one can explain.

Lubber is from the Dutch, meaning a lazy, cowardly fellow.

Which is worthy of a better support. It is to do for the treatment of the wounded, is derived from the old days of the English sport of cock fighting, but this has been modernized, and is now known as the "flats" why, no one can explain.

Lubber is from the Latin "anchora," or "ancora," which up to 600 B. C. consisted simply of a large stone with a hole through it.

The peculiarity of so many portions of a ship's rigging bearing names derived from the frappings of a horse can only be accounted for from the fact that the early warships were manned by soldiers as well as sailors, the natural consequences being that they, the soldiers, adapted some of their terms to meet their fancy. Among the various ropes, etc., will be found they were many derived from the did with a white the sound of negro meetings and jubilations against the early evening the sound of negro meetings and jubilations against the safety of the sound of negro meetings and jubilations and the tree shouters leave off. Later, the dogs, the proposal proposal proposal proposal prop

The old and well known sea term grog was originated as a term of derision and disgust when Admiral Vernon in 1745 introduced the wise innovation of making his crew drink their spirit ration diluted with water instead of neat, as they had hitherto done. The sailors did not like the watery business, and in revenge nicknamed the admiral "Old Grog" and his diluted mixture as grog, from the fact that he generally wore an overcoat of a color then known as grogram gray.

A TRAIN OF HARDTACK.

One Million One Hundred and Twenty Thousand Tough Biscuit Sent to Troops at Tampa.

A trainload of hardtack, made in Atlanta factories, was shipped from here to Tampa recently for the army which is to invade Cuba.

Tampa recently for the army which is to invade Cuba.

Eighty thousand pounds of the hardtack was sent from this city. Block's candy and cracker factory and Lewis' cracker factory made the hardtack for the soldiers and the government officials said it was as good as they had ever eaten. The order for the crackers was at first for 60,000 pounds, but it was increased to 30,000 to meet the demand of the troops.

Hardtack is a tough cracker, in shape exactly similar to a large soda cracker. The tacks are cut with the soda cracker. The tacks are cut with the soda cracker. The tacks are cut with the soda cracker molds and are the same size, with the exception that they are much thicker. They have the little indentations and perforations which mark the soda cracker and cannot be told from a common cracker until tasted.

One million, one hundred and twenty thousand of the tough little biscuits were made here Sunday and yesterday. It takes fourteen of the crackers to weigh a pound, and 80,000 pounds were made. About twenty of the crackers are served to each of the men every day, and, considering the fact that they are solid, they make three good meals.

The hardtack is only used to a large

meals.

The hardtack is only used to a large

The hardtack is only used to a large extent upon invasion marches and like excursions. Always when a campaign of active lighting begins the troops are well supplied with the tack, so that they may have brend ready cooked. The large supply of hardtack sent to Tampa makes it certain that the troops there are ready to invade Cuba. for unless an invasion was contemplated the immense supply would not have been sent. ot have been sent.

Left Side of Face. Photographers, in their constant study of the face, find that the left side makes the more pleasant picture, and that profiles as seen from the left give a more correct likeness than when viewed from the right.

The Schools.

Even in its schools, Key West is peculiar. The school houses are built like cigar factories, and each has mounted upon the roof the bell of an old locomotive. When the school bells are ringing it is easy to close your eyes and imagine yourself in one of the great railway depots of the North. The classes are large, the teachers have a constant struggle with the climate, so the scholars have time to make peashooters and other instruments of torture for the unsuspecting visitor that falls into their ambush.

If the teachers have a hard time, the clergy have a worse one. The churches are much abused institutions, with a large patronage and a meager support. It is enough to say that when a child has strayed from home the fire alarm is sounded, and the chime bells are made to play "Where Is My Wandering Böy To-night?" The theaters are seldom open, and are even more grudgingly supported than are the churches. The decorations have been likened to a cockney on a holiday, and the galleries amuse themselves between the acts by shouting "fire." to startle strangers who do not know the joke.

Men that smoke presume that cigars are manufactured in Key West, but there is another source of income of scarcely less importance. Any unfortunate ship that ventures into port is considered legitimate prey, and it is a bold man that dares to protest against the confiscation of his property. It is not an unheard-of thing for a minister seeking popularity to pray for more wrecks, just as a Western minister might pray for rain. When a ship is seen approaching the reef the greatest excitement prevails, and some people even fall on their knees to petition for her speedy destruction.

When There is a Wreck. When There Is a Wreck.

Sometimes when they think a ship is "safe" on the rocks, she changes her course and keeps off. Then the swearing begins, and the skipper is cursed for a staker econodrol. course and keeps off. Then the swearing begins, and the skipper is cursed for a tricky scounded.

If a vessel strikes, she is immediately surrounded by a crowd of wreckers, who cling to her like flies to a molasses barrel. The captain is visited with bribes and threats. Everybody takes charge, and when the captain tries to speak all shout in chorus and keep it up until to save his life he gives in. The vessel is sometimes taken to New Orleans with the whole colony of wreckers aboard, each man being afraid to trust anyone to represent him at the final "divy."

After there has been a wreck, storekeepers have money in their pockets and do not care whether you buy of them or not. The proprietor of a shop will stretch himself, yawn and finally saunter over toward his customer to find what is wanted.

When the wreck-money is gone, the barrooms, which have had at least a fair share of it, place the flags at half-mast, which is intrepreted to mean. "Pray. you conches, pray for another wreck!"

There are a few hotels, boarding houses and other unattractive necessities in Key West, but a more interesting local feature is the type of young woman who has an ambition to marry a naval officer and see the world. There are some of this sort who failed to attach themselves during the gathering of the fleet, and the excitement of war is increasing their ranks.

There are also some unattached ficas that have failed to escape from the balmy coral reef in the forecastle of an American warship.

til death seems a welcome, especially the death of the roosters.

A prominent citizen not long ago protested through the newspaper against the habit of allowing dogs to dig up the graves in the cemetery, which, on account of the indo-lence of the people, are very shallow.

There is a strange mixture of races at Key West, but the negroes are the most patriotic class. They alone celebrate the Fourth of July and other national holidays. While the town has its enlightened and respectable people, it also has a shoddy class, whose ignorance of the rest of the world carries them to grotesque extremes in their efforts to proclaim their greatness.

To an outsider it seems strange to see pecple all bound up with family relationships trying to exceed one another in arrogance and superciliousness, assumed without malice, but from a mistaken sense of social responsibility.

The Schools.

The Schools.

I'll wed some meek, submissive man, For reasons good, though few— I'd rather be the whole of one Than the better half of two.